

23 December 1960

MECHANISM FOR: Chief, Economic Research Area  
THROUGH: Chief, Planning and Review Staff  
THROUGH: Chief, Services Division  
THROUGH: Chief, Transportation Branch  
THROUGH: Chief, Industrial Division  
THROUGH: Chief, Shipbuilding Branch  
FROM: [REDACTED] 25X1A9a  
[REDACTED] I/I  
SUBJECT: GMR Project 00-2430. Resolution of Difference in  
Volume of Construction and Imports of Dry Cargo  
Vessels, 1950-57, USSR, Found in GMR Reports  
RR 125 and RA 39.

1. The subject project was initiated to investigate the discrepancies in the subject reports in the volume of dry cargo vessels built and imported by the USSR.
2. The principal findings were as follows:
  - (a) RR 125 included all merchant-type vessels built or imported by the USSR regardless of size or type and assumed that all such construction at the time of delivery was for the USSR maritime fleet. The term maritime fleet included all service of ocean-going, coastal, Caspian Sea, and Danube fleets. Intelligence has shown that some vessels were assigned to service outside the maritime fleet as naval auxiliaries, research vessels, cable layers, and the like, immediately upon delivery from the shipbuilding yard or after a period of operation with the maritime fleet.
  - (b) Report RA 39 included only dry cargo vessels over 1,000 gross register tons built and imported by the USSR and assigned to the ocean-going fleet only, excluding the Caspian Sea and Danube River fleets of the Ministry of the Maritime Fleet. This report also

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excludes vessels that were assigned to non-maritime service immediately upon delivery from the shipbuilding yard, or transferred from maritime to non-maritime service during the early years of the report. This report, however, does include some vessels which were withdrawn from maritime service in the later years of the report.

- (c) The lack of firm intelligence precludes an exact listing of vessels allocated for service outside of the ocean-going fleet of the Soviet Ministry of the Maritime Fleet in either report.
- (d) In some cases differences were attributed to the credited year of delivery of a vessel. In one report a vessel would be listed as delivered in a designated year while the other report would credit delivery to the previous or following year, as the case may be. This situation arose principally with vessels that were delivered close to the end of a year from a shipyard, wherein, from an operational standpoint, the vessel became operational at the beginning of the following year. These differences affected current year totals only and balanced out over time so that no adjustment is believed necessary at this time.

3. Recommendation.

- (a) Despite the fact that the difference in approach can be explained there is still cause for confusion in the wording of the texts. A more careful wording that clearly defined the limits of each paper may have avoided confusion. Moreover, a closer coordination may have brought out this factor also. These factors should be considered in future papers.
- (b) Should it be considered necessary to issue a corrigendum to either or both of these reports it is suggested that a single corrigendum be issued to holders of both reports and worded as follows:

Report IR 125 above estimated volume and value of vessels of all classes and sizes built and imported by the USSR ostensibly for service

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with the maritime fleet. Intelligence has shown that some of these vessels were allocated for service outside of the maritime fleet as naval auxiliaries, research vessels, cable layers, and the like, immediately upon delivery from the shipbuilding yard or after a period of service with the maritime fleet. This report, therefore, includes all of the maritime-type vessels constructed and imported by the USSR regardless of assignment.

Report RA 39 shows the estimated number and volume (in gross register tons and in cargo carrying capacity in tons) of dry cargo vessels over 1,000 grt built and imported by the USSR and assigned to the ocean-going maritime fleet excluding Caspian Sea and Danube River fleets. Therefore, all references in the report to vessels built or imported by the USSR for the maritime fleet exclude maritime-type vessels which were assigned to other services either immediately upon delivery from the shipbuilding yard or withdrawn in the early years of the report from maritime services, but include some vessels which were withdrawn from maritime service in the later years of the report.

In both reports the lack of firm intelligence precludes an exact listing of vessels assigned outside of the ocean-going fleet of the Soviet Ministry of the Maritime Fleet.

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